

CHARLES TAYLOR MASTER MECHANIC'S AWARD

**Fairbanks Flight Standards District
Office Honoree 2003**

CHARLES V. HOOD



HOOD, CHARLES V. Charles V. Hood, better known to his friends as “Charlie”, was born to William and Lena Hood on July 20, 1938, in Benton, Mississippi. He is the oldest of seven children, and has three brothers and three sisters.

Charlie’s interest in aviation was sparked by an uncle, who was a military flight mechanic, and flew DC-4 aircraft in the Berlin Airlift. While still in high school, Charlie hung out at the airport where he dreamed of someday becoming a P51 fighter pilot. Unfortunately, Charlie sustained an eye injury in a farming accident, which put an end to his dream. He did, however, pursue his interest in flying, earning his commercial pilot certificate in 1970.

When Charlie turned 17, he enlisted in the United States Air Force, where he obtained his Airframe and Powerplant certificate. His first assignment was in Japan where he worked as an aircraft mechanic on the B-29 and B-50 aircraft. In 1958, Charlie moved to Virginia, where he was stationed at Langley Air Force Base. While stationed at Langley, Charlie worked on the KB-50 tanker, until being honorably discharged in 1959. However, Charlie soon learned that finding a good civilian job was not easy and since he was soon to become a new father, he decided military life wasn’t so bad after all, and reenlisted!

The next four years, Charlie spent in Charleston, North Carolina, working on C-121 and C-130 aircraft. In 1963, he left active duty and later joined the Air National Guard, where he continued to work on C-121 aircraft as well as performing flight engineer duties on board the C-124 until 1970.

In the early seventies, he also worked as an aircraft mechanic for North Jackson Air Service while pursuing his commercial pilot certificate at Jim Hankins Air Service in Jackson, Mississippi. While at Jim Hankins Air Service, he added an instrument rating to his certificate, as well as a DC-3 type rating. Charlie then went on to fly as a copilot on the DC-3 aircraft under the company’s FAR Part 121 certificate and as a FAR Part 135 pilot, as needed.

He spent the next few years in Mississippi performing agricultural work, as well as working as a freelance mechanic.

In 1978, while working for Jim Hankins Air Service, Charlie flew to Japan to prepare a C-46 aircraft to be ferried back to the United States. While in Japan, he met Cliff Everts, who had purchased three C-46 aircraft to bring back to Alaska. Cliff offered Charlie a job in Alaska, but Charlie decided Alaska was way to cold and turned him down! After returning to the states, Charlie freelanced in Tuscan, Arizona, re-building a DC-3 aircraft on a contract basis.

In 1979, he met Charlie Drennan, in Tucson, who offered him a job in Anchorage, Alaska. While in Anchorage, he worked on a variety of aircraft, including the DC-6, C-82, C-46, American Pilgrim, and CE-206. In 1980, the company obtained an FAR Part 125 certificate and changed its name to Northern Pacific Transport. In 1989, Ball Brother’s Inc., a company out of Detroit, bought out Universal Airlines, where Charlie worked until the company

went out of business.

In 1982, Cliff Everts once again offered Charlie a job in Fairbanks, and this time he accepted! In 1992, he went to work for Everts Air Fuel as an aircraft mechanic as well as a flight engineer. In 1995, he started with Air Cargo Express as the Director of Maintenance.